

| PUBLIC FACILITIES MANAGEMENT PROJECT INITIATION FORM | | | | | | | | | | | |
|--|---------------------------------------|-----------------|---------------------------|---------------|---------------------------------|--|--------------|-----------------------------|--------------------|------------------|--|
| PROJECT Resurface Sally port | | | | | | TOTAL BUDGETED PROJECT COST \$39,000 | | | | | |
| REQUESTING AGENCY SHER | | | PROJECT LOCATION FCCC2 | | AGENCY CONTACT Major Herrell | | | EXPENSE TYPE Maintenance | | CRITERIA P | |
| PROJECT MANAGER King | | | PROJECT NUMBER PET0712 | | PROGRAM Contract | | | FUNDING TYPE GF | | FUND NO. 1000 | |
| PURPOSE AND JUSTIFICATION Due to the number of heavy delivery and waste removal trucks, the surface immediately east of the Sallyport has badly deteriorated. Over the years, the tar & stone surface has become very derteriorated. Installing a proper base and covering it with asphalt would assist the maneuvering of the vehicles. It would also eliminate pot holes and assist with winter snow removal. During periods of heavy rains the runoff water exits though the sallyport bringing debris in and the force of water leaving contributes to erosion. Consideration of some type of catch basin or drain system to move this surface runoff water other than across the surface of the sally port. the collection of water creates a fall hazard for employees as well as an undesirable work condition. Due to the number of heavy delivery trucks and waste removal trucks the surface immediately east of the | | | | | | OPERATING BUDGET IMPACT (YEARLY) FTE REQUIRED: <div style="margin-left: 40px;">BARGAINING: 0</div> <div style="margin-left: 40px;">NON-BARGAINING: 0</div> OPERATING BUDGET ADJUSTMENTS: <div style="margin-left: 40px;">SERVICES & CHARGES: \$ -</div> <div style="margin-left: 40px;">MATERIALS & SUPPLIES: \$ -</div> <div style="margin-left: 40px;">OPERATING CAPITAL: \$ -</div> <div style="margin-left: 40px;">CAPITAL EQUIPMENT: \$ -</div> <div style="text-align: right; margin-right: 20px;">TOTAL: \$ -</div> | | | | | |
| ADVERSE IMPACT More difficult for trucks to make deliveries of supplies and empty the dumpsters. Also, the irregular surface makes it difficult to remove snow during the winter months. If not done, water will continue to erode the surface of the sally port as well as contribute to erosion as this runoff drainage leaves the east end of the sally port. It will be more difficult for trucks to make deliveries of supplies and empty the dumpsters. Also, the irregular surface makes it difficult to remove snow during the winter months. | | | | | | LIFE CYCLE INFORMATION | | | | | |
| COMMENTS The estimate below is for resurfacing only, and does not include an estimate for the drainage issue. | | | | | | | | | | | |
| LINE NO. | ITEM | UNIT OF MEASURE | QUANTITY | MATERIAL COST | | LABOR COSTS | | | OTHER DIRECT COSTS | LINE TOTAL | |
| | | | | UNIT COST | TOTAL | MANHRS MANDAYS | AVERAGE RATE | TOTAL | | | |
| 1 | Design & construct a paved area for | | | | \$ 32,000 | | | \$ - | \$ 500.00 | \$ 32,500 | |
| 2 | trucks to deliver supplies and remove | | | | \$ - | | | \$ - | | \$ - | |
| 3 | waste | | | | \$ - | | | \$ - | | \$ - | |
| 4 | | | | | \$ - | | | \$ - | | \$ - | |
| 5 | | | | | \$ - | | | \$ - | | \$ - | |
| 6 | | | | | \$ - | | | \$ - | | \$ - | |
| 7 | | | | | \$ - | | | \$ - | | \$ - | |
| 8 | | | | | \$ - | | | \$ - | | \$ - | |
| 9 | | | | | \$ - | | | \$ - | | \$ - | |
| 10 | | | | | \$ - | | | \$ - | | \$ - | |
| 11 | | | | | \$ - | | | \$ - | | \$ - | |
| 12 | | | | | \$ - | | | \$ - | | \$ - | |
| 13 | | | | | \$ - | | | \$ - | | \$ - | |
| 14 | | | | | \$ - | | | \$ - | | \$ - | |
| 15 | | | | | \$ - | | | \$ - | | \$ - | |
| 16 | | | | | \$ - | | | \$ - | | \$ - | |
| 17 | | | | | \$ - | | | \$ - | | \$ - | |
| 18 | | | | | \$ - | | | \$ - | | \$ - | |
| 19 | | | | | \$ - | | | \$ - | | \$ - | |
| TOTALS | | | | | \$ 32,000 | | | \$ - | \$ 500 | \$ 32,500 | |

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| | | ESTIMATED YEARLY EXPENDITURES | | |
|-------------------------------|----------------|-------------------------------|------|-----------|
| TOTAL MATERIAL COSTS | \$ 32,000 | PRIOR YEARS | 0% | \$ - |
| TOTAL LABOR COSTS | \$ - | 2001 | 0% | \$ - |
| TOTAL OTHER DIRECT COSTS | \$ 500 | 2002 | 0% | \$ - |
| TOTAL DIRECT COSTS | \$ 32,500 | 2003 | 0% | \$ - |
| OVERHEAD | 0.0% \$ - | 2004 | 0% | \$ - |
| SUBTOTAL | \$ 32,500 | 2005 | 0% | \$ - |
| PROFIT | 0.0% \$ - | 2006 | 0% | \$ - |
| TOTAL CONSTRUCTION COST: | \$ 32,500 | 2007 | 100% | \$ 39,000 |
| A/E SERVICES | 10.0% \$ 3,250 | 2008 | 0% | \$ - |
| CM SERVICES | 0.0% \$ - | 2009 | 0% | \$ - |
| CONTINGENCY | 10.0% \$ 3,250 | 2010 | 0% | \$ - |
| TOTAL ESTIMATED PROJECT COST: | \$ 39,000 | 2011 | 0% | \$ - |
| TOTAL BUDGETED PROJECT COST: | \$ 39,000 | 2012 | 0% | \$ - |
| | | BEYOND | 0% | \$ - |
| | | TOTALS: | 100% | \$ 39,000 |

OTHER INFORMATION (OPTIONAL)